PRICE FIVE CENTS.

# PALAVER

When one offers what any buyer can see is an absolute bargain—the greatest bargain and best value of the seasonthere is no use in making a long "palaver" about it. In few words we again state the fact that we continue to sell STRICTLY ALL-WOOL LIGHT-WEIGHT SUITS,

A \$10 Suit for \$6. A \$12 Suit for \$7.50. A \$15 to \$18 Suit for \$10.

5 and 7 W. Washington St.

# TRAVELERS' INDEX.

HAVE WE NOT BEEN LIBERAL! June 1 to Aug. 25 is nearly three months, and it is for three months that this line has given the public the benefit of a \$5 round-trip rate to Chicago, and a pne-way rate of \$3.70. Thousands have benefited by the liberality of this, the favorite Chicago line.

We will continue this low rate until Aug. 25, when

higher rate will go into effect. you want to visit Chicago, come and get tickets We still offer all points in Kansas, Nebraska, Da-Kota and Minnesota for one-half fare, Aug. 21, Sept.

Oskalooss (Ia) and return, Sept. 3, good for 20, good to return eight days, only...... 16.00 Maxinkuckee and return. Aug. 18 and 25; 

very low.
California and return, good sixty days...... 73.85
TIME CARD. CINCINNATI DIVISION. CINCINNATI DIVISION-SUNDAY TRAINS. 

For tiskets, sleeping-car accommodations and all information call at Union Depot or Model Ticket Office, corner Washington and Meridian streets.

J. H. MARTIN, Dist. Pass. Agt.

### COLLISION AT A CROSSING.

Passenger Train Runs Into a Freight-One Man Fatally and Several Seriously Hurt.

CHICAGO, Aug. 16 .- About 5 o'clock the Cincinnati passenger train of the Illinois Central, due here at 6:45 A. M., ran into a freight train on the Grand Trunk at South Lawn, about fifteen miles from the city. As soon as intelligence of the disaster reached the city the master mechanic of the railroad started for the scene on a special wrecking train. The engine, tender, baggage car and one coach of the express were piled up in confusion and were thrown from the track. When the debris was cleared sufficiently it was found that seven people were injured more or less, though none are fatally hurt. The list is as follows:

ANDERSON COBB, porter of the sleeper. THOMAS SPLANN, baggage man. MRS. SPLANN, his wife. JOHN CRONS, fireman. W. B. LAND, passenger. J. H. SULLIVAN, porter.

JOHN FRAZIER, porter. Arrangements were immediately made to send in the wounded on a special train and have the injured cared for. Dr. Owens, physician of the Illinois Central road, sent word that he did not believe the injuries were serious in any case. The injured passengers were immediately transferred to another train. The engine was badly damaged and the mail and baggage cars lay piled in confusion across the track. Three or four freight cars filled with coal were demolished. There were over 200 passengers on the Illinois Central train, and their escape was almost miraculous. At the scene of the wreck demolished freight and passenger cars are piled up on every side. Relief trains have been sent down by both roads. The wounded received medical care by the surgeons sent down by both roads, and they, together with the uninjured passengers, were brought to Chicago by a special relief car. The engineer of the pass-enger train, John Devine, escaped by jumping headlong into a deep ditch. To an Associated Press reporter he said: "Coming down the grade toward South Lawn, something happened to the lower machinery of the engine. She began acting badly and throwing stones. I think a stone struck the handle of the air cock and threw the air from the train to the engine. Before reaching South Lawn crossing I saw the Grand Trunk freight train crossing and whistled for the danger-brakes. It was too late. My fireman, John Crones, jumped and was badly

The Illinois Central crew was John Devine, engineer, John Crones, fireman, and J. C. Smith conductor. The Grand Trunk freight crew was John-Dunham, engineer, J. J. James, fireman. and W. W. Mitchell, conductor. None of the Grand Trunk men were injured. A witness of the accident declares that although the Grand Trunk freight had the right-of-way and was fully entitled to the crossing, the freight engineer heard the passenger train's danger signals and had an abundance of time to stop his train beofore the crossing was reached.

The only man whose injuries the doctors fear will prove fatal is John C. Cones, the fireman. He jumped from the engine, and alighted on his head, fracturing his skull. His scalp was almost entirely torn off. The chair-car on the Illipois Central was used as a hospital until the tracks were cleared, when the wounded were brought to the city and placed in a hospital, Thomas Splane, of Cincinnati, baggageman, received severe scalp wounds, and his wife had a shoulder dislocated. J. H. Sullivan, of No. 46 Marven street, Cincinnati, had a foot crushed.

Collision on the Little Miami.

COLUMBUS, O., Aug. 16 .- An accident occurred on the Little Miami railroad at Cedarville, twenty miles north of Xenia, at 6 o'clock to-night. The north-bound passenger train sollided with a freight train. The engineer of the passenger train was seriously, if not fatally injured and a lady passenger killed. Particulars could not be secured, as there is no telegraph station at the place.

Insurance Commissioners' Association.

Madison, Wis., Aug. 16 .- The annual meetng of the National Insurance Commissioners Association has begun in this city. The business at the first session was mainly the reception and reference of resolutions. The more important are the following: Providing that companies return absolutely net premiums, exclusive of brokerage, commissioners, etc.; recommendng legislation in the several States making it a misdemeanor for any local company to write business in other States without being licensed n such State, the pencity being the revocation of license; providing that the reinsurance of re-liring companies be effected in companies legally authorized in the States of the retiring comhe States that they have assumed such risks; hat fire and life companies be taxed only on net premium earnings. The committee on legislaare necessary to compel life insurance compaples to make more explicit statements relative to

olicy contracts and detail liabilities.

WHEN INDICATIONS.

FRIDAY-Rain and local storms; clearing in the northern part of the State; generally

# WE RISE TO REMARK

So does the thermometer. It remarks that hot weather is still with us; that the "heated term" is not ended. We rise to remark that what makes THE WHEN like the shadow of a great rock in a weary land is that it is solid and "always 'there" to afford you the thing you most need. For instance,

## SUMMER HOSE.

We are offering BIG BARGAINS in innumerable patterns to suit all. These go with the

SUMMER GOODS REDUCED,

Which is what is crowding our great store these warm days. Here the multitudes find relief in underwear and outerwear and Hats at prices lower than any body.

IMMIGRATION EVILS.

Samuel Gompers Points Out Disadvantages Resulting from Excessive Immigration.

New York, Aug. 16 .- The immigration investigation was resumed to-day. There were present Congresemen Ford, Oates, Guenther and Spinola. The first witness called was Julius Oppenheimer, manufacturer of cloaks and suits. He said he had been in the cloak and suit business for eleven years, and usually employed one hundred hands. In former years three-fourths of his employes were females, and to-day the sexes were about equally divided. The wages paid at present were 10 or 12 per cent, lower than ten years ago. The witness did not think the decrease was due to the immigration of Poles.

This line of examination was suspended while Congressman Ford interrogated the witness as to the reason why Marian Preston, who gave testimony before the committee was discharged. The explanation was that his partner, Mr. Wilinsky, got excited after reading the evidence given by Marian, and "on the impulse of the moment discharged her." He was sorry for it

"What was there in the girl's testimony that excited your partner?" asked Mr. Ford. "Well, I don't know. She mocked Mr. Will ski's way of talking," said the witness.

"Was her testimony true?" "She told the truth, but she made fun of the way my partner talks," said Mr. Oppenheimer. The most interesting testimony given to-day was that of Samuel Gompers, president of the American Federation of Labor. He described the features of his organization and those of the Central Labor Union and the Knights of Labor.

Mr. Gompers played a prominent part as coun-sel for the locked-out brewery workmen in their recout appearance before the State Board of Arbitration. The American Federation of Labor has in its ranks about 590,000 men, some of whom belong to the Knights of Labor. Mr. Gompers is a cigar-maker by trade. Chairman Ford asked him his opinion of the present excessive immigration. His opinion summarized was as follows: He considers unhealthy and forced immigration a curse to the workingmen. Voluntary immigration be could not find any fault with. He cited an instance when, in 1881, the cigar-makers working in the cigar factory of A. Sherman & Co., Milwaukee, went on strike, that firm advertised in Austrian newspapers for hands. The advertisements were highly colored, and stated how cheaply people could live near Milwaukee and have good wages. He said that many people came from Bohemia upon reading these advertisements. Mr. Gompers took occasion to remark that the word "boycott" should be tabooed because it was not a good English word. Mr. Gompers said four years ago, when times were hard in Poland, and Jews were persecuted, Hebrew charity organizations were formed here and assisted thousands of Polish Jews to this country. They

were given employment in the cloak and cigar factories, with the result that Americans were crowded to the wall, as the foreigners worked for very low wages. The witness said these charitable men made money on their investment, and wanted the people to believe they were unselfish. The present condition of the American cigar-makers was deplorable, and all on account of forced immigration. In this city 70 per cent. of the cigar-makers were aliens, who scarcely ever learned to speak English. Twenty years ago the condition of affairs was compelled to go to railroad-The witness was certain that the females who previously testified would be discharged for so doing. Furnitureworkers also suffered from forced immigration. their wages having been reduced from 20 to 50 per cent. in the past six years. The same state of affairs exists among the tailors, from the same causes. Coal miners suffer from the forced immigration of Hungarians. The witness has been recently in the coal mines of Pennsylvania, and there witnessed deplorable poverty among the miners. Alien miners demoralized wages by working for low pay. The Hungarians came here because the coal barons advertise for them in Europe. The witness defined the phrase "Pluck-me" as a store where miners were com-

Herman Stein, flannel shirt manufacturer, at No. 229 East Forty-first street, employs 150 hands. The testimony given before the committee by Mary Berg, that the witness was in the habit of importing foreigners to work in his factory, was basely false. "The only true statement she made," said the witness, "was that I reduced wages half a cert a dozen, and I'll tell you now that I am going to reduce wages again. She was an agitator in the shop, and I was glad to get rid of her. She was constantly making stump speeches for woman's rights and getting up organizations to harm her employer. She says I reduced wages because all my hands were for Cleveland. That is false. She was for Blaine herself." The witness predicted that flannel shirt-making in this city would soon be driven away, as cheaper labor was to be had in other cities, particularly in the

selled to buy supplies because the proprietors

were interested in the store. Miners' wages had

fallen 50 per cent., while coal was as high as

Mary Fabrici, living at 116 Mulberry street, said she worked at button-holes and only earned 40 cents a day by using her needle from 5 o'clock in the morning until 10 o'clock at night. She shares with three families four rooms, for which \$15 a month is paid, there being fifteen

persons living in the apartments. Catharine Fabrici, a sister-in-law of the preceding witness, said she worked at the same trade the greater part of the day and night for about 50 cents, with which she had to support herself and two children. She buys cheap meat and bread, and uses no butter, living for about 25 cents a day.

Two Police Officers Slain.

Louisville, Ky., Aug. 16 -Old No. 98 Lafayette street, a house which has been notorious for the crimes committed in it and for the vice it has fostered for years, was the scene, at 2 o'clock this morning, of a horrible double tragedy. Police officers Joseph Rosenburg and James W. Jones, while attempting to make an arrest, were both stabbed to death by Charles Dilger, formerly a private policeman and watchman at the Buckingham Theater, and general bad character about town. Officer Jones was stabled in the forehead, the knife penetrating the skull to the brain, and in the heart. He was dead before the other officers reached the scene. Officer Rosenburg was stabbed through the skull in the right temple, and was dying when found. Dilger was beating his mistress, and the officers, attracted by his cries, broke into the house and attempted to arrest the tough with the fatal result cited. The murderer was placed in jail. Dilger has been captured and lodged in jail. Rosenburg is still alive but cannot recover,

COLLIDED IN A DENSE FOG

The Steamers Geiser and Thingvalla Crash Together Near Sable Island.

The Vessels Collide with Great Force, a Huge Hole Is Torn in the Geiser's Hull, and She Goes to the Bottom in a Few Minutes.

A Large Number of Sleeping Passengers Drowned in Their State-Rooms.

The Total Loss of Life Said To Be One Hundred and Nineteen, Including Eighty Passengers-Talks with the Survivors.

NEW YORK, Aug. 16 .- The steamer Wieland of the Hamburg-American steamship line, bas just brought news of a collision off Sable island. between the Geiser and Thingvalla, of the Thingvalla line, which occurred at 4 o'clock on the morning of Aug. 14. The Geiser sank in five minutes after the collision, and 105 persons were drowned. The Thingvalla was so disabled that she had to put into Halifax, after transferring all her passengers to the Wieland. The Geiser had eighty-six passengers aboard, seventy-two of whom were drowned or killed in the collision, and fourteen were taken first on the Thingvalla and then on the Wieland. The Geiser's crew numbered fifty. saved and thirty-three were drowned. Captain Moller, of the Geiser, was among those saved. The passengers of the Thingvalla transferred to the Wieland numbered 455. The Geiser left this ort on Aug. 11, bound for Stettin. The Thing valls was on her way to this city, and was advertised to leave here on Aug. 25. A very beavy sea and a dense fog were experienced through the night and early morning of Aug. 14. It is said an object could not be distinguished fifty feet away by reason of the fog. Stories differ as to where the liability lies, if not wholly due to the fog and heavy sea. The Thingvalla struck the Geiser on the starboard side, amidships, close on to 4 o'clock in the morning. The boats then partand within five minutes the Geiser sank. The crew of the Thingvalla did all they could to save the Geiser's crew and passengers, while still in doubt as to whether the Thingvalla was not dangerously disabled, but owing to the heavy sea only thirty-one were saved. No other vessel was near at the time. The Wieland, on her way to this port, was one hundred miles away. At 11:30 o'clock on the morning of the 14th the Wieland was sighted. Signs of distress were made by the Thingvalla and a transfer of the passengers began. The sea was then very heavy, but no mishaps occurred in the transfer of passengers.

The following is a list of passengers who are

Cabin-Mrs. Hilds Lind, age twenty-eight, from New York to Calabam, Sweden. Steerage-Fohan Larson, aged 40, from New York to Risor, Norway; Alfred Anderson, aged 34, from New York to Grimstad, Norway; Christoffer Eliasser, aged 33, from Chicago. Bergen, Norway; Peter Fohansen, are (0, from St. Paul, to Gosburg. Sweden; Johann G. Te-hansen, aged 29, from Iron Mountain, Mich., to Stockholm; Paul Paulsen, aged 34, from Ironwood, Mich., to Copenhagen, Denmark; Anders Wilse, aged 23, from Minneapolis, Minn., to Christiana, Norway; John Teenwuld, aged 32, from Hudson, Wis., to Hondbjein, Norway; Fred X. Hansen, aged 40, from Perth Amboy, N. J., to Copenhagen; Fens Anderson, aged 24, from Philadelphia, to Christiana; Anders G. Petersen, aged 37, from St. Paul, Minn., to Gosburg. Sweden; Lauritz Romerdehl, aged 42, from Lan-sing, Mieb., to Copenhagen; Johann Alquist, aged 35, from Iron Mountain, Mich., to Orland, Fin-

The Geiser's whistle was blowing at the time. Second Officer Jorgensen jumped for the Thingvalla when they struck, and was hauled on the Thingvilla's deck by some of the latter's crew. One of the Geiser's passengers was picked up

with a broken leg. As soon as the Wieland arrived in the lower bay Captain Moller, of the Geiser, left the steamer on a revenue cutter. He went directly to the office of the agents of the company, where he was closeted a few moments with the agents. He only left word that the accident was due to the weather, and left without stating his destination. The rescued crew of the Geiser were taken to the Hotel Denmark on the arrival of the Wieland. Twenty-four of the passengers and crew of the Geiser, under charge of Se cond Officer Jorgensen, arrived at the Hotel Denmark. They were brawny fellows, curiously attired, and but few had either coats or stockings.

Captain Albers, of the Wieland, upon reaching quarantine, telegraphed the first intimation of the disaster to Capt. E. Borden Hauser, general superintendent of the Hamburg line. Arrangements were at once made for the reception of the rescued passengers in New York. Surveyer of the Port Beaty and his assistant. John Whelan, together with the agents of the Thingvilla line, met the Wieland as she reached her dock in Hoboken.

The Geiser was one of the four vessels owned by the Thingvalla line, and was considered their crack ship. Most of her passengers were Western people, who were booked by A. Mortensen & Co., the general agents of the line at Chicago. Mr. Mortensen is at present in Copenhagen. His partner, Mr. A. E. Johnson, is expected to arrive to-morrow in the North German Lloyd

Statements of the Captain and Others. NEW YORK, Aug. 16. - Captain Moller, of the Geiser, says he rushed to the bridge clothed only in his night-dress. He says he heard two whisties, meaning that his steamer would keep on her course. He recognized the Thingvalla approaching amidships on the starboard side. The Geiser's engines were reversed, and she was backing water. The same was being done by the Thingvalls, but both steamers were under too much headway to avert the catastrophe. Captain Moller continues: "The passengers had now been awakened and were scrambling over each other in wild confus ion in an effort to reach the upper decks. They forgot the first rule on board ship in case of accidentto seize life-preservers. I called to them to do so, but they paid no heed. I gave orders to man the boats, and the small boat astern was lowered, but the settling of the steamer aft at this moment sank the boat. In less than two minutes from the time I reached the bridge we were struck, and within the same length of time thereafter the vessel was partly under water. I had hardly given orders to man the life and small boats when I was swept from the bridge. The panic-stricken passengers made a jump for the few boats that were launched and the boats were immediately capsized. As soon as I came to the surface I began to swim. I saw nothing in the darkness but the masts of the ship, but I heard the awful cries of those who were struggling in the water or sinking to death. I suppose I had been in the water five minutes, when a came near a row-boat from the Thingvalla and was picked up. The officers and crew of the Thingwalla did everything that human beings could do to save the lives of those who went

down with the Geiser." Other accounts corroborate the captain's statement as to the panic of the passengers and the swamping of the boats. The passengers were mostly farmers from the Northwest, who had, by years of industry and economy, accumulated a competence, and were going on a visit to their native land. Many were especially attracted thither at this time by the great exposition at

Copenhagen. Those that were saved lost all their effects, and even all their clothing, except

Capt. A. Albers, of the Wieland, tells the fol-lowing story: "At 10 o'clock on the morning of Aug. 14 we passed some wreckage floating in the sea and suspected that an accident had happened somewhere near us. A little later we sailed through a sea of oil and sighted a broken boat of the Geiser. About 11:30 we sighted a steamer to the northward, about eight miles off, and seeing she had a flag of distress up we ran down to her. It proved to be the Thingwalls. down to her. It proved to be the Thingvalla, and Captain Lamb, of that vessel, came to us in a small boat and begged us to take off his passengers and those he had saved from the Geiser. He said his own vessel was so badly injured he expected her to sink at any moment. His forward compartment had been completely carried away from half way from the deck to below the water line. We sent out three of our boats and the Thingvalla lowered two of hers, and in five hours we had transferred the saved passengers and crew of the Geiser and also the four hundred and fifty-five passengers of the Thingvalla. The sea was very rough at the time, and the work of transferring the passengers was very difficult. The immense hole in the Thingvalla's bow was then patched up as well as possible, and she started for Halifax. The collision, so far as known, was caused by

The chief officer of each vessel was on deck at the time of the collision. The third officer, Mr. Petersen, told much the same story of the occurrence. He said the fog was very dense. "Through the night rain had fallen at intervals. The first we knew of the Geiser's approach was when she appeared on the starboard, right upon when she appeared on the starboard, right upon us. Both vessels tried to sheer off, being head on. The Geiser was struck opposite the engine rooms, amidships. The Geiser, being heavily loaded, was very low in the water, so that the Tringvalla carried away her own compartment. The upper part of her bow ran over the decks of the Geiser. The Geiser's deck-houses were carried away and the state-rooms were smashed in and the occupants killed. We heard a bell ring in the Geiser's engine-room, but could not tell what the order was. Officer Petersen was on the deck at the time. He then heard the bell ring again, this time to back, and the steamer ring again, this time to back, and the steamer had just commenced to reverse when the Thing-valle struck."

Second Officer Jorgensen gave a graphic de-scription of the collision. He said: "I was asleep in my bunk when I heard a shock, and I immediately went on deck. Taking in the situation at a glance, I ordered all hands on deck. Then I swung myself off on the bow of the Thingvalla, and scrambled to her deck. The doomed craft sank gracefully, stern first, with her bow in the air. Most everybody was sound asleep, and when she began to fill I could hear groans and heartrending screams coming from below. Those who reached the deck made frantic efforts to cut down the boats, but they were too excited to be successful. They finally grabbed up different pieces of wood

and jumped over the side of the vessei. Annas Wilse, a civil engineer, of Minneapolis, one of the passengers on the Geiser, said: "About 4 o'clock, Tuesday morning, I was awakened by a slight shock, and thinking we had struck a wreck. I went on deck, just as some one shouted, 'she is sinking.' I found we had been struck on the starboard side, about midships. There were at that time four or five men working at the boats. I had a cork jacket and felt comparatively safe, so I called to the people down stairs and then watched the boat sink, from the bow. As she went down, I stuck to her and was carried down several hundred feet, I believe. Soon I felt myself shooting up through the water, impelled by my cork jacket. I was on top of the water for perhaps half an hour. I climbed on the keel of a small boat floating upside down, and was finally picked up."

Dr. A. L. Wern, of Copenhagen, a young man who is on his way to Philadelphia to complete

his studies, was among the Thingvalla's passengers. He made the following statement to an

Associated Press reporter: "The Thingvalla left Stettin, Aug. 1, with fifty cabin and 400 steerage passengers. Our voyage was uneventful until early Tuesday morning. I had left my berth, and, looking out, saw that there was a dense fog prevailing. I could hear our steam whistle blowing, but heard no other signals. It was exactly 4:30 o'clock when I was harled to the floor of my state-room. was a terrific I knew instinctively that a collision had becured. I can to the deck and found that we had run into the steamship Geiser. As I reached the deck the Thingvalla drew out of the rent she had made in the Geiser's side. Captain Laub, of the Thingvalla, was in his berth when the accident occurred. He was one of the first to reach the deck. First Officer Peterson and Third Officer Jorgensen were on the Thingvalla bridge at the time. I afterward learned that Captain Moller, of the Geiser, had gone to bed and left First Officer Brown in command of the vessel. Brown was lost, Life boats were promptly launched from the Thingvalla and the work of rescuing the unfortunates began. Some of the Geiser's passengers and crew had reached their boats, but most of them were picked up from improvised rafts, chicken coops, camp stools and anything else that would float. The survivors had to hurry, as the Geiser went down, stern first, about eight minutes after the crash. Among the saved passengers there is only one woman. She is Mrs. Hilds Lind, of Cincinnati. Her two little children, who were going to Sweden with her, were lost. Mr. Lind was not with his family. One of the most wonderful escapes was that of assistant engineer Boerthelsen, of the Geiser. His arm was broken two weeks ago, and he was in his berth when the Thingvalla crashed into the room. His trunk was cut away within six inches of his face. He managed to climb aboard the Thingvalle as she drew back. He was not so much as touched by the water. The Thingvalla crew did all they could to rescue the unfortunates, and obeyed orders promptly. The Thingvalla's upper deck was not injured, but her bows were broken in from a point ten feet below the deck. The dent on the fact that the Legislature exceeded its bulkhead. Had it not been for that bulkhead the Thingvilla would have gone down like a shot. Captain Land, after the Geiser had gone down, and it was known that there were no passengers in any of the lost steamer's boats, had the boats on his own vessel protected as far as possible with straw mattresses and other materials to prevent the water from entering. Dis-tress signals were sounded, and the ship laid to for daylight. The fog lifted about 5:40 o'clock. Between 10 and 11 o'clock the steamship Wieland, of the Hamburg-American packet line, was sighted. She bore down to us, and laid-to within a short distance of our vessel. Captain Laub took a boat and went to the Wieland. Captain Albers, of that vessel, readily consented to receive the rescued passengers and crew of the Geiser. The work of transferring was accomplished with only a single accident. A fifteen-year-old boy, whose name I did not learn, had his legs crushed. He was one of the Thingvalla's passengers. A number of her crew were also taken aboard the Wieland. The sea had become somewhat rougher by this time, and there were many lively scenes as the children and older passengers were lowered in slings to the boats. The able-bodied passengers and the crew used the ship ladders. As we reached the Wieland the

us. Even the passengers divided their clothing with the unfortunates from the Geiser." People Who Purchased Tickets at Chicago. CHICAGO, Aug. 16 .- Immediately on receipt of the Associated Press dispatch announcing the sinking of the Geiser, a reporter called at the office of the Thingvalla Company here. In point of importance this office is only second to the New York office. Branch offices are established throughout the Northwest, which are tributary to the Chicago office. These minor offices reach a large Scandinavian population, and the result is that the Thingvalla line is really the only one which receives the patronage of that nationality. No news of the disaster had been received, and the agent in charge stated that several hundred passengers had left on the ill-fated ship from New York. The Chicago office had sold about fifty tickets to people from all portions of the Northwest. They were a class who were making a trip back to their old homes to visit friends and renew old associations. Later in the evening, when the sad news had become disseminated, the office of the company was besieged by anxious friends of some of those who sailed by the Geiser, but as the telegram received from the New York office was very meager as to details, no consolation was given them. The list of those who took passage from the Chicago office is about as follows:

last of the Geiser's abandoned life-boats floated

out of sight. There was no fault to be found

with the manner in which we were treated

aboard the Wieland. Nothing was too good for

Andrew Ingrebetzen, Mary Ingrebetzen and their daughter Ida Mary, A. G. Jonsen, L. P. Petersen, his wife, Herwig, and two children, Sol Petersen, John Broerssen, Mrs. Jensen, Julius Fredericksen and wife, Julia, and daughter Annie, T. E. Jehen, Charles Carisen, Kitty Gullyicksen, Petersen H. Morseladt, Peter Han-sen, John Ehlquist, Mrs. John S. Jansen and child, T. J. Johansen, Christ Elisen, Magnus Anderson, Mrs. Johnson and infant, O. O. Lie, C. C. Bratten, Elizabeth and Rewens Berg, Capt. G. M. Hammer, John Ten-

yold, Ole Christoffsen, Carolina, Carl and Fritz Christensen, Annie and Oscar Wieker, Jens Hansen, Hilda Soldberg, Louise Andersen, Laritz Rummendahl, Annie Thompson, Mads Hansen, Gust Adler, Paul Paulsen, Annie and Kirsten Sovensen and Miss E. Peterson.

SUBSCRIBER

A List of the Lost. NEW YORK, Aug. 16 .- The following is the best list of the lost which can be obtained tonight. It is made by striking off the names of those saved from the list of passengers as stated in the books of passenger agent Jensen. It will be seen that the total number of names in the list of the lost is seventy-eight, six more than it should contain, as there were only eighty-six passengers aboard and fourteen were saved. Cabin passengers:

CLAUSEN, L. HAMMER, Captain GEORGE N. IRENEFELD, BERTHA. LIND, two children and Mrs. HILDA LIND. MELBOURG, J. C. OLSEN, ALBERT. SEEHUS, Mrs. ELLEN, Chicago, wife of the edi-tor of Skandinaven. SVELBORG, HILDA. Steerage passengers: ANDERSON, AMANDA M. ANDERSON, JOHAN.

ANDERSON, LOUISA A.
ANDERSON, MAGNUS.
BERG, MRS. ELIZABETH, and child. BERGSTROM, HILDA. BERUND, J. BRAATH, C. CHRISTIANSEN, Mrs. CHARLINE, and) two

GUSTAVENSEN, J. A. and child.

CHRISTOPHERSEN, OLE.
FREDERICKSEN, Mrs. JULIA, and two chil GABRIELSEN, SOREN. GULLICKSEN, KITTHE

HANSON, JANS. HANSON, PETER. HANSON, Mrs. KAREN. HANSON, MADS. INGEBRIGHTSEN, ANDREW, wife and child. JELM, J. E. JOHANNSEN, KARL. JOHNSON, Mrs. and infant. JOHNSON, A. G. JOHNSON, Mrs. JOHN H. and infant. JOHNSTON, J. G. JOSEPHSEN, MARIA, eleven years old, sent back KJELDASS, GINA. NUDSTEN, CHRISTIAN. KNUDSTEN, CHRISTINA, sister of above. JOHNSTROPEL, Mrs. BERTHA and child. LIND A. J. LJUNSTROM, WILLIAM. MANGRANE, Mrs. IDA and child. MILLER, PETER

MORSTADT, PEDERHANSEN. NELSON, ELLEN. NIM, NICOLI. ORLANDER, O. W OLSEN, HELGA. PETERSEN, Mrs. A. M. PETERSEN, E., wife and child. RANDBIN, H. SODERHOLM, ANDREW. SORENSEN, FRED STROMRERG, T. STEVENSEN, Mrs. A. M., and friend, THOMPSON, ANNA PUNEBERG, CARL E., and wife. WICKER, Mrs. ANNA, and child. Officers and crew:

BROWN, HENRY, first officer, went down standing GRENGEORSEN, —, purser. FOSS, ACKSEL, chief engineer. LARSEN, --- first engineer. ENGELBRECKDSTEN, ---, second engineer. HENSEN, —, third engineer. SEVENSON, W., assistant engineer. RAUM, -, Copenhagen, young student in officers'

Seven men in engine-room, and ten sailors. Stewards, stewardess, and cooks, ten in all. Total crew lost, thirty-five. These are the latest and best estimates of the

WHY SMITH WAS KILLED.

It Is Vaguely Stated that He "Stirred Up Trouble" Among Louisiana Negross,

Special to the Indianapolis Journal New Orleans, La., Aug. 16 .- E. A. Smith, a civil engineer of New Iberia, was killed to-day at Freetown by citizens of that place, for stirring up trouble among the negroes. The affair grows out of the whipping of some disreputable parties at Abbeville on Friday by regulators. The parties molested were a white woman and a negro, who were living together. The negro shot one of regulators, and a number of reputable negroes were then driven from town. They went to Freetown and inflamed the negro element there, and to-day's melee is said to have been quite extensive. No particulars are at hand. Mr. Smith has a brother in Chicago. It is said that politics had nothing to do with the trouble.

A later dispatch says that Smith was the only white person hurt. It is said that nineteen negroes are missing, but it is not known whether they were killed or have run away.

Unconstitutional Suffrage Laws. OLYMPIA, W. T., Aug. 16.-The Supreme Court of Washington Territory has decided the law granting suffrage to women unconstitutional. The grounds for the opinion were based was about twenty-seven feet in length, and ran powers granted by Congress. The court took back above and below the water line to the collision the ground that the word "citizen" in the origanic act mean nothing else than male citizen. The opinion contains 7,000 words, and an appeal will be taken to the Supreme Court of the United States. The peculiarity of the legislation on woman suffrage in the Territor is that this is the second law passed and the second time it has been declared unconstitutional under the original law passed by a large majority in the Legislature. Two years ago an election was held and women cast votes in all the counties. Then the Supreme Court overruled it. Again, a few weeks ago, the Legis-lature passed the law, and this has met the same fate. The Territory is a stronghold of prohibition and woman-suffrage advocates, and they will fight this case to the court of last re-

Coal Freights. PHILADELPHIA, Aug. 16.-The Record says. "The coal traffic agents of the Pennsylvania, Reading, Lehigh Valley, New Jersey Central and New York, Lake Erie & Western railroads at the Long Branch meeting decided to advance the freight rate on coal for all points from 10 to 50 cents per ton. The question of west-bound all-rail rates was considered and an advance on the basis of 5 cents per ton to Chicago was ordered. This makes the new rate to Buffalo \$2.25 per ton, and to Chicago \$4.50 per ton. These revised tariffs will go into effect on Sept 1, and the usual ten days' notice will be issued to the trade. According to the statement made by a participant in the meeting, the advances were unanimously indorsed. The new rates will operate until Jan. 1, when another meeting of these officials will be held to determine the advisability of a still further advance.'

American Bar Association.

SARATOGA, N. Y., Aug. 16 .- At the opening of the session of the American Bar Association, this morning, the annual address was made by Hon. George Hoadly, of New York. It reviewed the work of the association during its existence, and more particularly for the past year. A discussion was had on the report of the com mittee on commercial law, made last year, on the subject of the adoption by Congress of laws about commercial paper and on other subjects. The reports of the standing committees were then made. Johnson T. Platt was appointed chairman of the committee on the expression of the legislative intention in the public statutes.

Condition of Robert Garrett. NEW YORK, Aug. 16 .- Robert Garrett contin ues to improve in health. His friends and famly are confident of his recovery. He rested comfortably during the night, sleeping most of the time. No anodynes have been administered for several days. Mr. Garrett is very restive under his enforced confinement-an excellent sign, his nurses think. It is expected that he will be moved to Newport next week.

Steam hip News. NEW YORK, Aug. 16.-Arrived: Wieland, from Hamburg; Waesland, from Antwerp. Southampton, Aug. 16 .- Arrived: Lahn. from New York. QUEENSTOWN, Aug. 16 .- Arrived: Celtic, from New York.

HEADACHE, costiveness and piles are thoroughy cured by a judicious use of Aver's Pilla

NO SURRENDER TO FRANCE

Plain Speech by Germany's Emperor at a Mon-ent Unveiling at Frankfort.

The Armies of the Empire Will Perish on the Field of Battle Before a Single Stone of

London "Times" Apparently Losing Confidence in Its Case Against Parnell.

Alsace-Lorraine Shall Be Given Up.

The Sultan of Morocco Commits an Act of Perfidy in Dealing with the Rebels, and the Latter Secure a Terrible Revenge.

#### ALSACE-LORRAINE.

The German Emperor Emphatically Says They Shall Never Be Surrendered.

FRANKFORT-ON-THE-ODER, Aug. 16.-Emperor William to-day attended the unveiling of the monument erected in memory of the late Prince Frederick Charles. In replying to the speech of the burgomaster, he said he well knew how to appreciate the ties of fervent and faithful devotion that for centuries had bound the Prussian people to the Hohenzollerns. Emperor William I well knew whom he selected when he conferred the command of the Third Army Corps upon Prince Frederick Charles. The Prince's iron frame, powerful will and strategic genius rendered him eminently qualified to command. This is a serious time. Emperor William I, Prince Frederick Charles and other great military commanders and helpers in the creation of the empire are no more, though German people forever. Just as the people of Brandenberg, with their iron strength and unwearied activity, wrest a livelihood from the sterile soil, so the Third Army Corps wrested victory from the enemy. The deeds which the Third Army Corps achieved they owed to the Prince. There can be no question as to the surrender of what has thus been gained. Our eighteen army corps, our forty-six millions of people, ought rather to be left on the battle-field than to permit one stone of what has been gained to be taken. With this sentiment I drink to the welfare of my Brandenberg people."

After the unveiling of the monument Emperor William drove through the principal streets of the city, and was enthusiastically cheered by the populace. Before returning to Potsdam the Emperor was entertained at luncheon in the town hall by the city anthorities of Frankfort.

### THE PARNELL SUIT.

The Times People Show Less Confidence in Their Case Than Formerly.

London, Aug. 16.-Mr. Henry Conynghame has been appointed as secretary for the Parnell commission. This is a popular move on the part of the commissioners, and is taken as an evidence of their intended fair dealing, as Mr. Conynghame is, in politics, a Liberal and a Home-ruler. He is a clever barrister, and is well fitted for the position he will fill, having served in similar positions before. It is rumored that Attorney-general Webster has refused to represent the Times before the commission, for what reason the rumor does not state. The Times retains for the action brought against them by Mr. Parnell in Edinburgh, the Scotch Solicitor-general, G. Murray, and Mr. C. S. Dickson, both of whom are well qualified advocates, and will, undoubtedly, take advantage of every technicality which can be brought forward, to assist the Times's case. It is evident from the dimished confidence shown by the Times in the authenticity of the alleged letters of Mr. Parnell, that that paper is anxious to avoid the consequence of a libel suit in Scotland, and will avail itself of every possible means to escape the action that its legal advis-

At a meeting of the Liverpool Reform Club, to-day, it was resolved to start a fund to assist Mr. Parnell in meeting the expenses of his action against the Times. It is intended to make the movement a national one. Many prominent Gladstonians attended the meeting.

AMBUŞCADED AND SLAIN. Cruel Revenge for an Act of Perfidy Committed by Muley Hassan,

LONDON, Aug. 16.-The wily Muley Hassan. Sultan of Morocco, has been overreached in that about two months ago the rebels who have for a long time resisted the Sultan's domination sent a deputation to the latter. But the terms which the deputation proposed were not to the liking of his Majesty, and so the rebel representatives were ordered to be beheaded by Muley. Recently a second deputation of rebels declared that they were willing to pay the tribute the Sultan demanded. Consequently, the Sultan dispatched his cousin, Prince Muley, accompanied by an escort of 200 horsemen. to receive the submission of the rebels and to bring back the tribute. Instead, however, of accomplishing his object, Prince Muley and his horsemen fell into an ambuscade of the rebels, who avenged the murder of their comrades by killing the entire company.

TO GO IN SEARCH OF STANLEY.

Lieut, Shufeldt, of the Navy, Organizing an Expedition Into Africa.

Washington Special.

Lieut. Mason A. Shufeldt, of the navy, who has recently returned from China, is now here arranging for obtaining a year's leave of absence to go abroad, and will leave very soon, probably by the end of August, for Europe en route to Zanzibar to organize and lead an expedition in search of Henry M. Stanley. Lieut. Shufeldt is a son of Rear Admiral Robert W. Shufeldt, who made the treaty with the King of Corea, and is possessed of the same spirit of restless love of travel and exploration that has characterized his father. After accompanying his father in the cruise

around the world at the time the Corean treaty was made Lieut. Shufeldt obtsined leave and went to Madagascar, which he moroughly explored for the first time. His operations in that neighborhood took him to the Zangibar coast also, when he became familiar with the language of the people of that part of Africa. In his researches there he was materially aided by Sir Henry Kirk, the British consul-general on that coast, who is himself a well-known African explorer, having been a member of Stanley's expedition at the time the American found and brought back tidings of Dr. Livingstone. Sir Henry and Lieut. Shufelds are firm friends, and the latter will proceed first to enlist Sir Henry's

aid in organizing the proposed expedition.

It will be necessary for Lieutenent Shufelds to be at Zanzibar in the first half of November, for during the latter part of that month the trading caravans that have come down from the interior to dispose of their skins, gold-dust and ivory, in exchange for goods, are getting ready for their return journeys. The caravans that reach the coast go only to the western boundary of their own country and there turn over a share of goods to other caravans that have brought products across their own country, and these transfer again to tribes still further in the interior. By taking advantage of this annual trading custom Lieutenant Shufeldt hopes to be enabled to make his hazardous journey at very much less expense than other such expeditions have done, and will utilize the return of the caravans next summer to enable him to return

LONDON, Aug. 16. - Arrived: Main, from Shufeldt is just thirty-four years of age. He is tall and wiry, like his father, and is possessed of an iron constitution. He proposes to bear some part of the expense himself, but a portion